

Shell Docket:

**FAA-2007-0001**

Submitter Information:

Robert F. Collings Jr

The Collings Foundation

137 Barton Rd.

P.O. Box 248

Stow, Ma. 01775

General Comments:

Petition for Exemption/Rulemaking

Please e-mail tracking # to:

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or call 617-510-5237

# THE COLLINGS FOUNDATION

P.O. Box 248, 137 Barton Road, Stow, MA 01775



Department of Transportation

Docket Management System

1200 New Jersey Ave, SE

West Building Ground Floor

Room W12-140

Washington, DC 20590

DEPT OF TRANSPORTATION  
DOCKETS

APR 29 2009 11:03

April 29, 2009

Dear Mr. John Allen and Mr. James Ballough,

The Collings Foundation, a non-profit 501C3 education Foundation is holder of exemption letter 6540H, which provides exemption from 91.315, 91.319(a), 119.5(g) and 119.21(a) of Title 14 Code of Federal Regulations (14 CFR), which permits the Collings Foundation to operate our Boeing B-17, Consolidated B-24, North American B-25, Grumman TBM and Bell UH-1 for the purpose of carrying passengers on local flights for compensation or hire. On behalf of the Collings Foundation I am submitting a petition to the FAA for renewal and extension of an amendment to our existing exemption letter 6540 (H) to include:

McDonnell Douglas F-4 Phantom NX749CF Serial #65-0749 (2 seats)

McDonnell Douglas TA-4J Skyhawk NX524CF Serial #153524 (2 seats)

Classic Fighter Me-262 NX262AZ Serial #501241 (2 seats)

Fieseler Co. Fi-156 Storch NX156FC Serial #4621 (2 seats)

The Collings Foundation has held exemption letter 6540 since November 8, 1996 and has provided many people the opportunity to fly on board historic aircraft. Many of these riders have been WWII veterans, their children and grandchildren. The Collings Foundation now receives a great deal of requests from similar interested people and veterans to fly in not only WWII aircraft but also in the F-4 and TA-4. It would be a tragedy if we did not allow 16 million Vietnam veterans and their families the experience that our WWII veterans have enjoyed for the last 12 years.

Safety of flight is of critical importance to all Collings Foundation flight operations; we have over 20 years and thousands of flight hours of experience with the "Wings of Freedom" Tour (B-17, B-24 and B-25) and 10 years of experience with the "Vietnam Memorial Flight" (F-4, TA-4 and UH-1) without a single accident or injury to either passengers or viewers. The Collings Foundation has over 75,000 members, all with an interest and passion for keeping these icons flying and touring around for all to see.

We have reviewed the Federal Register Docket No. FAA-2006-24260 and would submit the following:

The Collings Foundation has 10 years of maintenance and flight experience with high performance jet aircraft equipped with ejection seats. The F-4 is equipped with Martin-Baker Mk.7 Seats. The Mk.7 has saved more lives than all other ejection seats combine due to the F-4's long-term service in Vietnam. The seats success is not a reflection on the F-4 operational record, but a reflection on the fact that so many F-4's faced all that North Vietnam could put up, not quite like today's ride environment! The TA-4 uses Douglas' ESCAPAC IG3, the latest version of the ejection seat, which is still in use with the U.S. Navy after 55 years in service. The ESCAPAC has one of the best reliability records of crew egress systems; *Sen. John McCain is one of the many who have been saved by the ESCAPAC seat, again due to combat fire.* All of the crew egress systems are maintained by manufacture or military guidelines and an approved FAA maintenance program. We have developed crew training, ejection seat training, and maintenance programs that have ensured a perfect safety record with our F-4 and TA-4. The Collings Foundation also has an approved Training Program and LODA that are the standards that we will use for ejection seat training and orientation. This program meets or exceeds military "familiarization" standards. Furthermore, both the F-4 and TA-4 are capable of "command ejection" by the PIC, in an event where the passenger is unable to initiate an ejection.

Both the F-4 and TA-4 were conveyed through an Act of Congress, but Congress DID NOT specify that the aircraft may not be operated for compensation or hire. See attached Legislation.

FAA-2006-24260 Policy Point #:

- (1) There is an overriding interest to fly in all four of these aircraft; the Collings Foundation has over 55,000 members. Our flying program allows us to take historic aircraft to 140-150 events per year and seen by an estimated 3-4 million Americans annually.
- (2) Safety is always a priority; the Collings Foundation has been operating these particular aircraft of similar types for many years, with a perfect safety record.

FAA Criteria:

3) The Me-262 was built in the United States by Classic Fighter, in partnership with the Messerschmitt Foundation (Part of EADS/Airbus). The project manager and many of the personnel are retired Boeing engineers and executives. The aircraft utilizes modern General Electric CJ-610 engines as used on the Lear 24, 25 series aircraft as well as many other corporate jets. The original designer was Messerschmitt in Germany. Many of the original aircraft were used by the US Army Air Forces and USAF during and after the war for testing and airframe and

aerodynamic development. The Me-262's only safety issue when new was the underdeveloped Junkers Jumo engine, an issue that has been addressed by re-engining the aircraft with modern G.E. engines.

Jan Muller built the Fi-156 Storch in Michigan from original components from Fieseler in Germany and M.S. in France. The Storch was used extensively during WWII with an exceptional safety record, in part, due to its slow flight characteristics (although it was an easy target). Storch aircraft were used by the Allies during the war, the most famous being Montgomery's personal aircraft. The Storch or Cricket as the French called them saw service all the way into the late 50's and early 60's by France in Indochina (Vietnam). The Collings Foundation Storch has been flying since the early 1990's and since 1996 with the Collings Foundation.

4) The Collings Foundation has an approved training program (See Attachment dated December 6, 2007) as part of our LODA for the F-4 and TA-4 for the ejection seats. The program mirrors the military and manufacturer recommendations for a "familiarization" flight. The Me-262 and Storch do not use any crew egress systems.

5) None of the aircraft have a commercial version.

6) All of the aircraft are two place and retain the original seats and crew egress systems as appropriate. All meet the standards in existence when the aircraft was manufactured. Our FAA approved maintenance program already incorporates seat maintenance and inspection procedures specific to the make and model of the seat installed.

7) The aircraft will only be used for "Living History" flights under the exemption. The aircraft may also be used for flight training under the LODA as appropriate as well as for display, but will not be used as an air carrier. The Collings Foundation has been promoting living history events since 1979.

8) Number of existing and operational aircraft on US register:

F-4: NX749CF is the only one

TA-4: 4(NX524CF+3 for test/R&D work only)

Me-262: NX262AZ is the only one

Fi-156: 8 registered including NX156FC (do not know how many are operational of the 8)

9) See attached IRS letter

10) See attached aircraft histories

12) The Collings Foundation has been operating under the exemption procedures for 12 years and is aware of briefing requirements. All passengers flying on board CF aircraft sign a waiver or

notice, with FAA approved wording, that the aircraft is not a standard category aircraft. See attached waiver for B-17 and B-24.

13-15) Collings Foundation has been operating under the exemption procedures for 12 years and is aware of all training, flight checks and maintenance requirements. Our POI in the North Florida FSDO is Larry Enlow; he would be a good reference if you have any questions.

16) The Collings Foundation has prepared and has had approved a training program and a LODA that cover ejection seats, high altitude ops and oxygen systems. CF has experience in these types of operations over the last 10 years.

The Collings Foundation already has all necessary approved FAA maintenance, training and ejection seat programs as well as a long history of operation of these aircraft and similar types. In addition to the Collings Foundation was the first recipient of an exemption letter and has been operating under the exemption to support living history since 1996. I hope that all of the approved programs, supporting documents and outlining of how we meet all current FAA guidance allows for a quick addition to our current exemption letter of these aircraft.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert Collings', with a stylized, cursive script.

Robert Collings

Executive Director

617.510.5237

**Attachments:**

- Public Law 105-261-Oct. 17 1998 STAT. 2127 Section 1052. Transfer of F-4 Phantom II to Foundation
- House Resolution 5408 Section 1083 Transfer of Vietnam Era TA-4 to Nonprofit Foundation

**Aircraft Backgrounds:**

- TA-4 Skyhawk
- F-4 Phantom II
- Me-262
- Fi-156 Storch

**Aircraft Waivers:**

- B-24 Liberator
- B-17 Flying Fortress
- F-4 Ejection Seat Waiver
- IRS/Department of the Treasury determination letter February 5, 1979
- FAA Experimental Aircraft Training Program approval letter December 6, 2007
- FAA Letter of Deviation Authority (LODA) approval letter

**SEC. 1052. TRANSFER OF F-4 PHANTOM II AIRCRAFT TO FOUNDATION.**

(a) **AUTHORITY.**—The Secretary of the Air Force may convey, without consideration, to the Collings Foundation, Stow, Massachusetts (in this section referred to as the “foundation”), all right, title, and interest of the United States in and to one surplus F-4 Phantom II aircraft. The conveyance shall be made by means of a conditional deed of gift.

(b) **CONDITION OF AIRCRAFT.**—The Secretary may not convey ownership of the aircraft under subsection (a) until the Secretary determines that the foundation has altered the aircraft in such manner as the Secretary determines necessary to ensure that the aircraft does not have any capability for use as a platform for launching or releasing munitions or any other combat capability that it was designed to have. The Secretary is not required to repair or alter the condition of the aircraft before conveying ownership of the aircraft.

(c) **REVERTER UPON BREACH OF CONDITIONS.**—The Secretary shall include in the instrument of conveyance of the aircraft—

(1) a condition that the foundation not convey any ownership interest in, or transfer possession of, the aircraft to any

other party without the prior approval of the Secretary;

(2) a condition that the foundation operate and maintain the aircraft in compliance with all applicable limitations and maintenance requirements imposed by the Administrator of the Federal Aviation Administration; and

(3) a condition that if the Secretary determines at any time that the foundation has conveyed an ownership interest in, or transferred possession of, the aircraft to any other party without the prior approval of the Secretary, or has failed to comply with the condition set forth in paragraph (2), all right, title, and interest in and to the aircraft, including any repair or alteration of the aircraft, shall revert to the United States, and the United States shall have the right of immediate possession of the aircraft.

(d) CONVEYANCE AT NO COST TO THE UNITED STATES.—The conveyance of an aircraft authorized by this section shall be made at no cost to the United States. Any costs associated with such conveyance, costs of determining compliance with subsection (b), and costs of operation and maintenance of the aircraft conveyed shall be borne by the foundation.

(e) ADDITIONAL TERMS AND CONDITIONS.—The Secretary may require such additional terms and conditions in connection with



the conveyance under this section as the Secretary considers appropriate

to protect the interests of the United States.

(f ) CLARIFICATION OF LIABILITY.—Notwithstanding any other provision of law, upon the conveyance of ownership of the F-4 Phantom II aircraft to the foundation under subsection (a), the United States shall not be liable for any death, injury, loss, or damage that results from any use of that aircraft by any person other than the United States.

# H.R.5408

Floyd D. Spence National Defense Authorization Act for Fiscal Year 2001 (Introduced in House)

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## SEC. 1083. TRANSFER OF VIETNAM ERA TA-4 AIRCRAFT TO NONPROFIT FOUNDATION.

(a) **AUTHORITY TO CONVEY-** The Secretary of the Navy may convey, without consideration, to the nonprofit Collings Foundation of Stow, Massachusetts (in this section referred to as the 'foundation'), all right, title, and interest of the United States in and to one surplus TA-4 aircraft that is flyable or that can be readily restored to flyable condition. The conveyance shall be made by means of a conditional deed of gift.

(b) **CONDITION OF AIRCRAFT-** (1) The Secretary may not convey ownership of an aircraft under subsection (a) until the Secretary determines that the foundation has altered the aircraft in such manner as the Secretary determines necessary to ensure that the aircraft does not have any capability for use as a platform for launching or releasing munitions or any other combat capability that it was designed to have. The foundation shall complete any such alteration within one year after the date of the enactment of this Act.

(2) The Secretary is not required to repair or alter the condition of the aircraft before conveying ownership of the aircraft.

(c) **REVERTER UPON BREACH OF CONDITIONS-** The Secretary shall include in the instrument of conveyance of the aircraft--

(1) a condition that the foundation not convey any ownership interest in, or transfer possession of, the aircraft to any other party without the prior approval of the Secretary;

(2) a condition that the foundation operate and maintain the aircraft in compliance with all applicable limitations and maintenance requirements imposed by the Administrator of the Federal Aviation Administration; and

(3) a condition that if the Secretary determines at any time that the foundation has conveyed an ownership interest in, or transferred possession of, the aircraft to any other party without the prior approval of the Secretary, or has failed to comply with the condition set forth in paragraph (2), all right, title, and interest in and to the aircraft, including any repair or alteration of the aircraft, shall revert to the United States, and the United States shall have the right of immediate possession of the aircraft.

(d) **CONVEYANCE AT NO COST TO THE UNITED STATES-** The conveyance of the aircraft under subsection (a) shall be made at no cost to the United States. Any costs associated with the conveyance, costs of determining compliance with subsection (b), and costs of operation and maintenance of the aircraft conveyed shall be borne by the foundation.

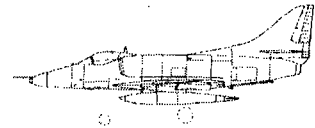
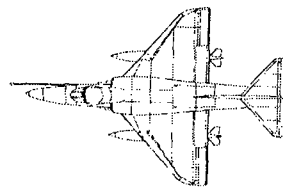
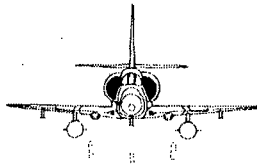
(e) **ADDITIONAL TERMS AND CONDITIONS-** The Secretary may require such additional terms and conditions in connection with a conveyance under this section as the Secretary considers appropriate to protect the interests of the United States.

(f) **CLARIFICATION OF LIABILITY-** Notwithstanding any other provision of law, upon the conveyance of ownership of a TA-4 aircraft to the foundation under subsection (a), the United States shall not be liable for any death, injury, loss, or damage that results from any use of that aircraft by any person other than the United States.

# Douglas TA-4J Skyhawk

*One of The Most Flexible Mission Aircraft Ever Produced.*

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## Background

The A-4 Skyhawk is an attack aircraft originally designed to operate from United States Navy carriers. The Douglas Aircraft Corporation, later McDonnell Douglas and now Boeing designed the A-4 Skyhawk. The original designer, Ed Heinemann, opted for a design that would minimize size, weight and complexity. Due to its nimble performance, power and armament capabilities the Skyhawk received the nicknames "Heinemann's Hot Rod", "Scooter" and "Bantam Bomber".

The Skyhawk has a low mounted delta wing with and single Pratt & Whitney J52 turbojet engine in the rear fuselage. Armament consisted of two 20mm Colt Mk 12 cannon, one in each wing root, with 200 rounds per gun. In addition, the Skyhawk carries a large variety of bombs, rockets and missiles affixed to hardpoints under the fuselage and each wing.

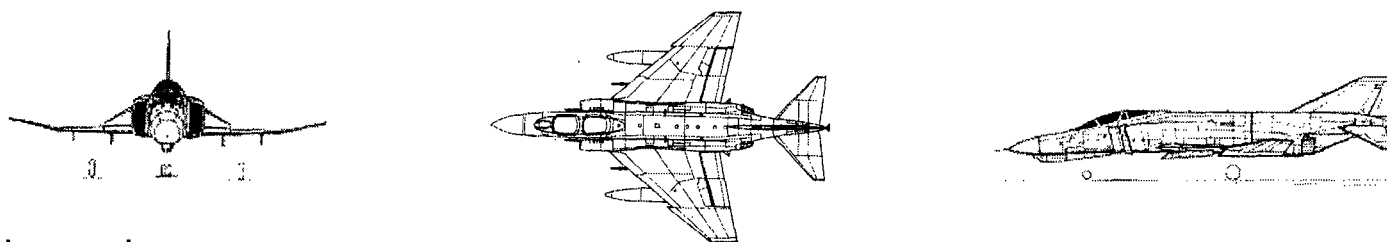
Skyhawks were the Navy's primary light bomber during the early years of the Vietnam War. Skyhawks carried out some of the first air strikes by the US during the conflict and is believed to have dropped the last US bombs on the country. Arizona Senator John McCain is a well-known Skyhawk pilot during the Vietnam War, who was ultimately shot down by a soviet made anti-aircraft missile and captured by the North Vietnamese. The Skyhawk served with the Navy's famed Blue Angels from 1974-1986 and the U.S. Navy's "Top Gun" Aggressors at NAS Miramar due to its incredible thrust to weight ratio and astounding roll rate making it one of the most maneuverable performers ever.

The Collings Foundation was allocated a Douglas TA-4J Skyhawk through Congressional action in October, 2000. After looking at various aircraft that were held in storage at AMARC, BuNo 153524 was selected because the overall condition of the aircraft and its low airframe hours. After a long year of working transfer details with the Navy representatives, the Foundation was allowed to move the aircraft to a private facility. The TA-4J Skyhawk was disassembled in Tucson late summer 2004 and shipped by truck to the facilities of AvCraft in Myrtle Beach, SC. Reassembly, repairs and flight inspections were completed. In the early part of 2005, the aircraft flew from Myrtle Beach, South Carolina to Midland, Texas where it was repainted in the colors of Marine Squadron H&MS 11. The squadron was an all-volunteer group of pilots who flew the Skyhawk in the dangerous mission of a Forward Air Controller or FAST FAC over the skies of North Vietnam.

The Collings Foundation is a non-profit, educational foundation (501c3), founded in 1979. The purpose of the Foundation is to organize and support "living history" events that enable people to learn more about their heritage and technologies through direct participation. "To see is one thing, to experience is unforgettable".

# McDonnell Douglas F-4 Phantom II

*Holder of 25 World Speed and Altitude Records.*



## Background

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The F-4 Phantom II, affectionately known to its crews as the "Rhino", is powerful, fast, loud and can carry a large payload of weapons and fuel. A holder of 25 world speed and altitude records, the Phantom made a name for itself in the skies over Vietnam. The Phantom was the first multi-service aircraft, flying concurrently with the U.S. Navy, Air Force and Marine Corps.

First flown in May 1958, the Phantom II was originally developed for U.S. Navy Fleet defense and entered service in 1961. The USAF evaluated the F-4 for close air support, interdiction, and counter air operations. In 1962 the Air Force approved its version of the aircraft, and referred to it as the F-4C Phantom II. It made its first flight on May 27, 1963, and production deliveries to all branches of defense began in November 1963. Soon after introduction into service, the F-4 was quickly swept away from the glory of record-breaking flights and was thrust into combat in Southeast Asia. During the Vietnam War, the Phantom successfully bombed enemy positions, engaged in dog fighting with North Vietnamese MIGs, and provided close air-to-ground support for the troops.

The Vietnam War generated many notable F-4 crews including the U.S. Navy's and U.S. Air Force's only "Aces". One of the most celebrated was the partnership between Captain Steve Richie (pilot) and Captain Charles DeBellevue (weapons systems officer) who succeeded in shooting down five MIG-21's together. This accomplishment made Ritchie the only US Air Force ace during the entire Vietnam conflict and perhaps the last Air Force ace ever. In addition, Capt. Lance Sijan became a Posthumous Medal of Honor recipient for his tremendous heroism, the only F-4 Crewmember that received such honor.

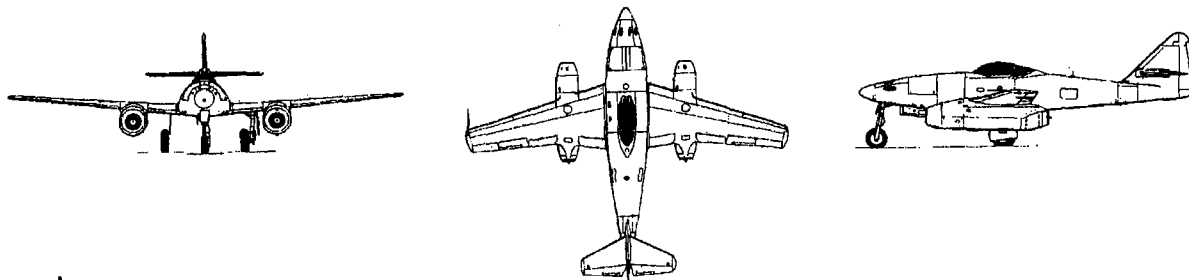
After Vietnam, the F-4 fighters continued to serve with the US military forces around the world. The next major conflict involving the F-4 was Operation Desert Storm, where the Air Force "Wild Weasel" Phantoms participated in carrying out strategic strikes against Iraqi military installations. Finally, in 1996 (nearly forty years after its inception), the F-4 was retired from the Air Force – the last branch to use the aircraft. This retirement threatened to end the chance for people to see this cold war icon that contributed so much to the history and freedom of our country in flight.

The Collings Foundation, based in Stow Massachusetts, saw the importance of preserving this legendary jet for future generations through their Civilian Flight Training Programs and "living history" events. Despite the many regulatory obstacles, the Collings Foundation acquired an F-4D Phantom II by means of an amendment to the Defense Authorization Bill of 1999. The Phantom that was secured by the Collings Foundation was one of several stored at the Davis-Monthan Air Force Base. To prepare this legendary aircraft for flight a thorough 600 hour inspection was conducted, engines were replaced with zero-time units, avionics upgraded, hydraulic systems and components were overhauled, structural items tested and repaired, ejection seat overhauled and much more. The effort makes the Collings Foundation F-4 one of the best-maintained Phantoms ever!

The Collings Foundation is a non-profit, educational foundation (501c3), founded in 1979. The purpose of the Foundation is to organize and support "living history" events that enable people to learn more about their heritage through direct participation.

# Messerschmitt Me-262

*The First Jet-Powered Aircraft to See Aerial Combat*



## Background

Willy Messerschmitt introduced the world to a whole new concept of cutting edge technology through the development of the first operational jet fighter, the Me-262. 60 years after the birth of the Me-262, the influence of this revolutionary jet can still be seen in contemporary aircraft. Swept wings, automatic slats, modular construction are all examples of technology introduced through the Me-262. More than any aircraft of its day, the 262 was a fighter of absolutely unrivalled potential. Full production of the Me-262 did not start until 1944, too late to affect the outcome of the war.

In 1944 the Kommando Nowotny unit, named after its Commander, Major Walter Nowotny, became the first pure jet fighter unit. Major Nowotny was shot down and killed on November 8<sup>th</sup>, 1944. At that point "Kommando" was withdrawn for further training in combat tactics. During the same time, in autumn of 1944, Gruppe 1 of KG51 became the first fighter-bomber unit equipped with the Me-262. By February, Lieutenant General Adolf Galland formed the fighter unit called the Jagdverband 44. This unit consisted of the most experienced and decorated Luftwaffe fighter pilots from other units that had been grounded by lack of fuel.

By March 1944, Me-262 fighter units started to deliver large scale attacks on Allied bomber formations. On March 18<sup>th</sup>, 1945, 37 Me-262s intercepted a force of 1,221 bombers and 632 escorting fighters. They managed to shoot down 12 bombers and one fighter for the loss of three Me-262s. Equipped with the Jumo jet engine, the Me-262 possessed undesirable engine acceleration characteristics, which prohibited the fighter from low speed dog fighting with Allied fighters. The standard attack approach was started from the rear at a higher altitude. The jets would dive below the bombers to gain additional speed before climbing again to attack from beneath with its four 30mm cannons at the 600-meter range. Allied bomber crews were horrified and equally awe-struck by this extremely fast "propeller-less" aircraft. Bomber gunners found that their gun turrets had problems tracking the jets. Targeting the Me-262 proved difficult since the jets closed into attack range very quickly and was in firing range for the opposing gunners for a very brief period. Fighting tactics against the Me-262 developed quickly to find ways to shoot down the jets despite its great speed advantage. Allied P-51 escort fighters would fly high above the bombers so they could dive down on the attacking Me-262s reducing the speed advantage. Despite the tremendous technological advancements, the Me-262 was too little too late to turn the tide of war in Germany's favor. Many Me-262 were destroyed on the ground or shot down due to poor pilot training. Maintenance and production ground to a halt due to continuous Allied bombing campaigns. Roughly 1,430 Me-262s were built, although only 300 ever saw combat.

After WWII the US Army Air Forces and latter the USAF extensively tested many Me-262 to study many of its breakthrough technologies, like swept wings, leading edge slats, and axial flow engines mounted under the wing in pods. The aircraft became the blueprint for the future of air travel; just a look at a Boeing 737 or Airbus A320 will show the direct lineage. The Me-262 is simply one of the most revolutionary and historically significant aircraft ever!

# Fieseler Fi-156 Storch



*Germany's advanced short takeoff and landing observation aircraft.*

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## Background

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The Fieseler Fi-156 Storch (Stork) was one of the most advanced aircraft of the war, but it was not speed that made it so capable, it was the fact that it could fly so slowly! In fact the aircraft can fly as slow as 26 mph, take off in as little as 150ft and land in only twice its length.

The Storch was an observation and liaison aircraft used by Germany during WWII. The Storch's primary role was a spotter aircraft that could travel with the Panzer columns and operate of unimproved fields. But the Storch also saw use outside of the Eastern front. The most famous mission the Storch took part in was the rescue of Mussolini, where the Storch landed on a mountaintop resort to pick up the then captured Italian Dictator. Also, the Storch was used in the final days of the war to move Generals, meeting with Hitler, in and out of the besieged Berlin, landing right by the Brandenburg Gate, and the pilot was none other than Hanna Reich, a famed German female test pilot.

Few German aircraft during WWII stood head and shoulders above the comparable allied aircraft, the Storch was one. Illustrative of that point is when it came to a choice of observation aircraft British Field Marshall Montgomery chose the Storch- an enemy aircraft.

The Collings Foundation is a non-profit, educational foundation (501c3), founded in 1979. The purpose of the Foundation is to organize and support "living history" events that enable people to learn more about their heritage and technologies through direct participation. "To see is one thing, to experience is unforgettable".

## B-24 Liberator

The B-24 "Dragon and His Tail" holds an Experimental airworthiness certificate and the F.A.A. has authorized this flight under a grant of exemption from the requirements of 91.315, 91.319 (a), 119.5 (g) and 119.21 (a).

An aircraft may be issued an experimental airworthiness certificate when the-

- i. Builder of the airplane submits a statement that sets forth the purpose for which the builder is to be used.
- ii. Builder of the airplane submits enough data to identify the aircraft.
- iii. Builder of the airplane submits information found necessary to safeguard the public and
- iv. F.A.A. finds the fabrication and assembling of the airplane complies with the acceptable aeronautical standards and practices.

Standard category airworthiness certificated aircraft are issued when the F.A.A. finds the aircraft-

- i. Aircraft has been built in accordance with that aircraft's type certification standards as established by the F.A.A.
- ii. Aircraft has been maintained in accordance with that aircraft's type certification standards as established by the F.A.A. and
- iii. Aircraft's inspection and maintenance requirements are in compliance with the applicable Federal Aviation Regulations.

IN CONSIDERATION of my anticipated flight(s), I agree, intending to be legally bound hereby, that the Collings Foundation, any of their pilots, directors or aircraft owners shall not be liable for any death or injury to my person, or for any loss or damage to my property caused in any manner whatsoever, whether attributable to negligence of the aforesaid owner, operator or pilot or any other reason, occurring during the time that I am in, entering or alighting from the Collings Foundation's B-24 NX224J, and I do hereby waive any right of action against the aforesaid owner/operator/pilot from any and all causes or claims that I may have against them from the beginning of time until these presents. I further agree not to sue on any such cause or claim.

I, the undersigned have read and acknowledge the above statement before flying on the B-24.

PLEASE PRINT CLEARLY

Name																										
Addr.																										
City													St.			Zip Cde.										
Tel:																										
	home																									

Email \_\_\_\_\_

\_\_\_\_\_  
(signature) (date)

In the presence of:

\_\_\_\_\_  
(witness) (date)

## B-17 Flying Fortress

The B-17 "Nine-O-Nine" holds a limited airworthiness certificate and the F.A.A. has authorized this flight under a grant of exemption the requirements of 91.315, 91.319 (a), 119.5 (g) and 119.21 (a).

The F.A.A. has not established nor has it approved the standards that a limited category airworthiness certificated aircraft are built under. In contrast, a standard category airworthy certificated aircraft are built to F.A.A. approved standards, including standards about life limited parts.

Limited category airworthiness certificated aircraft are issued when the F.A.A. finds the aircraft-

- i. Has been previously issues a limited category type certificate and the aircraft conforms to that type certificate, and
- ii. To be in good state of preservation and repair and is in safe operating condition

Standard category airworthiness certificated aircraft are issued when the F.A.A. finds the aircraft-

- i. Aircraft has been built in accordance with that aircraft's type certification standards as established by the F.A.A.
- ii. Aircraft has been maintained in accordance with that aircraft's type certification standards as established by the F.A.A. and
- iii. Aircraft's inspection and maintenance requirements are in compliance with the applicable Federal Aviation Regulations.

IN CONSIDERATION of my anticipated flight(s), I agree, intending to be legally bound hereby, that the Collings Foundation, any of their pilots, directors or aircraft owners shall not be liable for any death or injury to my person, or for any loss or damage to my property caused in any manner whatsoever, whether attributable to negligence of the aforesaid owner, operator or pilot or any other reason, occurring during the time that I am in, entering or alighting from the Collings Foundation's B-17 NL93012, and I do hereby waive any right of action against the aforesaid owner/operator/pilot from any and all causes or claims that I may have against them from the beginning of time until these presents. I further agree not to sue on any such cause or claim.

I, the undersigned have read and acknowledge the above statement before flying on the B-17.

### PLEASE PRINT CLEARLY

Name																								
Addr.																								
City													St.			Zip Cde.								
Tel:																								
	home																							

Email \_\_\_\_\_

\_\_\_\_\_  
(signature) (date)

In the presence of:

\_\_\_\_\_  
(witness) (date)



**COLLINGS FOUNDATION**  
**F-4D 65-0749**  
**AIRCRAFT/COCKPIT/EJECTION SEAT ORIENTATION**

1. **AIRCRAFT PREFLIGHT:**
  - A. FUSELAGE
  - B. GEAR/WHEELS
  - C. WINGS/WINGFOLD
  - D. ENGINES/NOZZLES/FIRE DETECTION
  - E. FLIGHT CONTROLS
  - F. TAILHOOK
2. **FRONT & REAR COCKPIT:**
  - A. LADDER and CANOPY CONTROLS
  - B. EJECTION SEAT
    1. MECHANISMS/SAFETIES
    2. PINS/GUARD/PIN BAG
    3. LEG RESTRAINTS
    4. LAP BELTS
    5. SHOULDER HARNESS ATTACH/LOCK
    6. COMM/O2/EMER O2
    7. SEAT ADJUST
  - C. EMERGENCY EGRESS
  - D. INSTRUMENTS/CONTROLS
  - E. COMMUNICATIONS
  - F. CBs
  - G. FLIGHT CONTROLS

3. **CHCK LIST:**  
**See T.O.'s**

I CERTIFY THAT THE UNDERSIGNED INDIVIDUAL HAS RECEIVED A THOROUGH BRIEFING ON EACH OF THE APPLICABLE TOPICS LISTED ABOVE.

\_\_\_\_\_  
COLLINGS F-4 OPERATIONS INSTRUCTOR

\_\_\_\_\_  
DATE

I CERTIFY THAT I HAVE RECEIVED A THOROUGH BRIEFING FROM THE COLLINGS STAFF ON THE APPLICABLE TOPICS LISTED ABOVE. I UNDERSTAND THAT THE F-4D IS A DEMILITARIZED HIGH PERFORMANCE JET FIGHTER IN THE FAA EXPERIMENTAL CLASS WITH ACTIVE EJECTION SEATS. I HOLD HARMLESS THE COLLINGS FOUNDATION IN THE EVENT OF INJURY OR DEATH RESULTING FROM GROUND AND FLIGHT OPERATIONS ASSOCIATED WITH THIS AIRCRAFT.

\_\_\_\_\_  
CREW MEMBER

\_\_\_\_\_  
DATE

Bill Bowers

Internal Revenue Service  
District Director

Department of the Treasury

P.O. Box 9107  
JFK Federal Bldg.  
Boston, Ma 02203

Date: FEB 05 1979

Employer Identification Number:

Person to Contact: M. E. Darr

Contact Telephone Number:  
617-223-4241

The Collings Foundation  
c/o Caroline J. Collings  
Stow, Mass 01775

DETERMINATION LETTER 79-137

Dear Applicant:

Based on information supplied, and assuming your operations will be as stated in your application for recognition of exemption, we have determined you are exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code.

We have further determined that, as indicated in your application, you are a private foundation within the meaning of section 509(a) of the Code. Based on the information supplied, we have also determined that you are an operating foundation as defined in section 4942(j)(3).

If your purposes, character, or method of operation changes please let us know so we can consider the effect of the change on your exempt status and foundation status. Also, you should inform us of all changes in your name or address.

Generally, you are not liable for social security (FICA) taxes unless you file a waiver of exemption certificate as provided in the Federal Insurance Contributions Act. If you have paid FICA taxes without filing the waiver, you should call us. You are not liable for the tax imposed under the Federal Unemployment Tax Act (FUTA). However, since you are a private foundation, you are subject to excise taxes under Chapter 42 of the Code. You also may be subject to other Federal excise taxes. If you have any questions about excise, employment, or other Federal taxes, please let us know.

Donors may deduct contributions to you as provided in section 170 of the Code. Bequests, legacies, devises, transfers, or gifts to you or for your use are deductible for Federal estate and gift tax purposes if they meet the applicable provisions of sections 2055, 2106, and 2522 of the Code.

You are required to file Form 990-PF, Return of Private Foundation Exempt from Income Tax. Also, your foundation managers are required to file an annual report if you have at least \$5,000 of assets at any time during the tax year. (Form 990-AR, Annual Report of Private Foundation, may be used for this purpose.) The annual report, if required, and Form 990-PF must be filed by the 15th day of

the fifth month after the end of your annual accounting period. The law imposes a penalty of \$10 a day, up to a maximum of \$5,000, for each return or report filed late, unless there is reasonable cause for the delay.

You are not required to file Federal income tax returns unless you are subject to the tax on unrelated business income under section 511 of the Code. If you are subject to this tax, you must file an income tax return on Form 990-T. In this letter, we are not determining whether any of your present or proposed activities are unrelated trade or business as defined in section 513 of the Code.

You need an employer identification number even if you have no employees. If an employer identification number was not entered on your application, a number will be assigned to you and you will be advised of it. Please use that number on all returns you file and in all correspondence with the Internal Revenue Service.

Because this letter could help resolve any questions about your exempt status and private foundation status, you should keep it in your permanent records.

If you have any questions, please contact the person whose name and telephone number are shown in the heading of this letter.

Sincerely yours,



HERBERT B. MOSHER  
District Director

cc: Mrs. Marion R. Fremont-Smith, Atty.  
or Mr. Samuel B. Bruskin, Atty.  
Choate, Hall & Stewart  
60 State St.  
Boston, Ma 02109



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Houston Flight Standards District  
12000 Aerospace Ave., Suite 400  
Houston, Texas 77034-5576  
281-929-7000, Fax 281-929-7059

December 6, 2007

Mr. Thomas C. Jones  
1700 Pensacola Lane  
Friendswood, Texas 77546

Dear Mr. Jones:

This office completed a review of your Experimental Aircraft Flight Training Program. The training program has been found to meet the requirements in 8900.1, Volume 5, Chapter 9, Section 2, 5-1580 and 5-1582a2 and b, for the issuance of a Letter of Authorization (LOA) for Pilot-in-Command (PIC) of Surplus Military Turbine-Powered Airplanes.

If you have any questions concerning this matter, please do not hesitate to call.

Sincerely,

Tom Munkhaugen  
Aviation Safety Inspector

Enclosures

**Customer Feedback** - In our continuing quest for improvement, Flight Standards Service would appreciate any comments you may have about our services at the following website: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/offices/afs/qms](http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms)



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Houston Flight Standards District Office  
12650 N. Featherwood Drive, Suite 230  
Houston, Texas 77034-4411  
281-929-7000, Fax: 281-929-7059

April 6, 2009

Robert Collings, Executive Director  
The Collings Foundation  
P. O. Box 248  
137 Barton Road  
Stow, MA 01775

Dear Mr. Collings,

This letter is to inform you that we have granted your request to hold a Letter of Deviation Authority (LODA) for conducting flight training in experimental category aircraft (14 CFR Section 91.319(h)). The attached LODA is a re-issuance due to the original, mailed March 27, 2009, that was not received.

Please ensure that each of the affected Collings Foundation Pilot's are informed and understands that failure to adhere to the authorization's directions, instructions and/or limitation may be contrary to Part 91, and therefore may be subject to legal enforcement action by the FAA. Please sign both copies of the LODA and return the FAA copy to our office.

If you find any errors or have any questions regarding this authorization, please contact me at (281) 929-7026.

Sincerely,

Lance S. Little  
Aviation Safety Inspector

**Customer Feedback** - In our continuing quest for improvement, Flight Standards Service would appreciate any comments you may have about our services at the following website:  
[http://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/offices/afs/qms](http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms)